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# INFORMATION REPORT INFORMATION REPORT

## CENTRAL INTELLIGENCE AGENCY

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**COUNTRY** USSR (Sverdlovskaya and Kuybyshevskaya Oblasts)  
**SUBJECT** Miscellaneous Information on Kamensk-Uralskiy and Kuybyshev

REPORT

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

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1. In 1956 construction was begun on the first airfield in Kamensk-Uralskiy in the vicinity of aircraft component plant No. 33. According to rumor, the project was connected with the intended assembly of aircraft on the spot. The work proceeded under the supervision of many air force officers who were transferred to the town especially for this purpose. Hitherto, there had been no military personnel stationed in Kamensk-Uralskiy.

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Attachment 1: A six-page report on Kamensk-Uralskiy. Data are given on the aluminum plant, aircraft components plants (Nos. 4 and 33), schools, miscellaneous industrial plants, and bus and street information.

Attachment 2: A three-page report on Kuybyshev. Information is given on one of the regiments in Kuybyshev, aircraft components plants Nos. 18 and 24, and other general data.

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COUNTRY:

USSR (Sverdlovsk Oblast)

SUBJECT:

Miscellaneous Information on Kamensk-Uralskiy

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1. Kamensk-Uralskiy [N 56-24, E 61-50], a rayon center in the Sverdlovsk Oblast, became a single entity after World War II, when the township of Kamensk was merged with the village of Baynovo. The former Kamensk area became the center of town, housing all rayon and municipal institutions.

2. Kamensk-Uralskiy, which had a population of at least 50,000, extended over a wide area. It comprised a number of workers' settlements (Posiolky) which were located near the city's major industrial plants and which were usually named after the plants nearest them.

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Kamensk-Uralskiy had the following industrial plants: the Uralskiy Aluminum Plant (Uralskiy Aluminoviy Zavod; UAZ); two aircraft component factories [redacted] a pipe factory (Trubniy Zavod); the Kamenskiy Magneviy Zavod (KMZ), on which no information is available; and a power station called Krasnogorskaya TETS. Apart from these, there were no other industrial plants in Kamensk-Uralskiy. Nothing was known of any oil fields, closed zones, or atomic plants in the vicinity. The town was constantly expanding, with most of the construction going on in the workers' settlements of the UAZ, Plant No. 33, and of the pipe factory.

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3. The UAZ, opened in 1939, was reputed to be the second largest aluminum factory in the entire USSR. The plant was situated eight km south of the large Sinarskaya railroad station, which served the whole city. The UAZ was connected to the station by an asphalt road; it had no spur and it is believed that no other industrial establishment in the town had one either. The plant covered an area 1.5 km across. One of its chimneys was 125 m high, a prominent landmark visible from a distance of seven to eight kilometers. At night it was lit with a red aircraft warning lamp. [redacted] the plant employed between 12,000 and 15,000 persons. Its numerous buildings

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included the following:

- a. Small groundfloor structures on both sides of the main internal asphalt road which traversed the grounds.
- b. A central laboratory building of several stories, located near the gate.
- c. Two large, groundfloor buildings occupied by the electrolytical departments (Elektroliznie Tsekha)

Bauxite arrived at the factory by means of a narrow-gauge railroad from the Rudnik Sokolovskiy mine, some 20-25 km from the UAZ.

4. The UAZ workers' settlement (Posiolok UAZ) was the largest in Kamensk-Uralskiy. (In 1957 there was talk of transferring the town's institutions to this settlement.) It had a water and sewerage system. In addition to several elementary schools, it had several secondary schools:

- a. General Secondary School No. 2.
  - b. General Secondary School No. 5.
  - c. The Aluminioviy Tekhnikum, a specialized secondary school for training technicians for the aluminum industry.
- The students, of whom there were several hundred, were required to have an elementary education. The course lasted four years.

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Most graduates were assigned for work to the local UAZ, but many others were sent to aluminum factories in other areas of the USSR.

5. The two aircraft components factories were large installations, although much smaller than the UAZ with regard to area and number of employees. It is not known whether these factories were established before World War II, but both were in operation in 1949.

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Plant No. 4 was located about three km southeast of the UAZ; its nearby workers' settlement was called Posiolok Chkalova. Plant No. 33 (formerly No. 286) was situated about ten km from Plant No. 4, with the UAZ in between the two. Its workers' settlement was called Oktyabrskiy Posiolok. Of the two enterprises, Plant No. 4 was regarded in the town as the "more secret". The products of both plants were sent to unknown destinations outside Kamensk-Uralski.

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In 1956 construction was begun on the first airfield in the town in the vicinity of Plant No. 33. the project was connected with the intended assembly of aircraft on the spot. The work proceeded under the supervision of many air force officers who

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were transferred to the town especially for this purpose; hitherto there had been no military personnel stationed in Kamensk-Uralskiy.

6. The pipe factory (Trubniy Zavod), a plant of modest size, produced metal pipes. It was located four or five km northeast of the center of town. The largest stadium in Kamensk-Uralskiy had recently been constructed in the workers' settlement of this plant (Trubniy Posiolok).

7. The Krasnogorskaya TETS, a thermal plant, was the only power station in Kamensk-Uralskiy, and it supplied the whole town and all industrial plants. It was located 500-1,000 meters north of the UAZ. It had six tall chimneys built in a row.

8. The main street of Kamensk-Uralskiy was Aluminiovaya Ulitsa, a long, straight, asphalt road connecting the center of town with the UAZ. Other main streets were Ulitsa Stroiteley and Ulitsa Oktyabrskaya; names of other streets could not be recalled. Ulitsa Aluminiovaya crossed the Iset River by means of a bridge (probably concrete) called Baynovskiy Most. The UAZ workers' settlement extended along the river, with the village of Monastyrka on the opposite bank. In 1956 the construction of a bridge (presumably wooden) was begun in order to connect the UAZ settlement with the village.

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9. Five bus lines operated in Kamensk-Uralskiy, all of which started from the center of town. One went to the UAZ, one to the pipe factory, one to the KMZ, one to Plant No. 33, and the fifth to Plant No. 4. In addition, there was a trolley bus line, established in 1956, which connected the UAZ with Plant No. 4. In 1957 there was talk about opening another trolley bus line from Sinarskaya railroad station to the UAZ.

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COUNTRY:

USSR (Kuybyshev <sup>shaya</sup> Oblast)

SUBJECT:

Miscellaneous Information on Kuybyshev

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1. During 1952-1954, an infantry division was stationed at the military cantonment in the Bezimianka quarter of Kuybyshev [N 55-03, E 49-23]. One of the regim [redacted] quartered in barracks in Bezimianka, was equipped with old type Soviet rifles. There were other military units in the vicinity, but no details are available on them.

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2. Bezimianka had a railroad station through which trains passed on their way to Moscow. The station house was an old, two-story, wooden structure. The main industrial enterprises in

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Bezimianka were Plants Nos. 18 and 24 which manufactured aircraft components. Their products were allegedly assembled at another local works, Plant No. 1, situated near a meat packing plant (Miaso-kombinat) and adjoining a construction works established in 1954.

3. Plant No. 18 appeared to be a modern plant. Its site was enclosed by a wall and it comprised numerous buildings, 10-12 meters tall, none of which had a smokestack. White sand loaded on flatcars was delivered regularly to the plant.

4. Plant No. 24, on the other hand, appeared to be an old plant. Its buildings were old and of a different design than Plant No. 18. The site was surrounded by a wooden fence and was entered by a railroad spur line. Trucks leaving the plant were covered by tarpaulin and, judging by the shape of the load, they carried engines. The trucks had solid rubber tires (?). All the aforementioned plants operated in shifts and their buildings were illuminated at night.

5. During 1954, work was proceeding on the building of a metal construction works near the aforementioned meat packing plant.

[redacted] it was to be the second-largest enterprise of its kind in the USSR. 50X1-HUM

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